

Abstract

A fuel injection valve for fuel injection systems of combustion engines, in particular for the direct injection of fuel into a combustion chamber of a combustion engine, comprising a fuel inlet which is adapted to have fuel flow into the fuel injection valve, an electrically controllable actuation means which cooperates with a valve arrangement in order to cause the fuel in a directly or indirectly controlled manner to exit into the combustion chamber through a fuel outlet, with the actuation means comprising a magnet coil arrangement to be supplied with current, an essentially soft magnetic magnet yoke arrangement cooperating with same, as well as an essentially soft magnetic magnet armature arrangement cooperating with same, with the magnet yoke arrangement and/or the magnet armature arrangement comprising a configuration which reduces eddy currents.

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